AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1.-11. (Canceled)

12.   (New) A device for determining a mass flow via a tank venting valve for an internal combustion engine including an intake manifold and a throttle valve, the intake manifold being connected to the tank venting valve and an exhaust gas recirculation system, the device comprising:

a first measuring transducer assigned to the throttle valve;

a second measuring transducer assigned to the tank venting valve;

a sensor for the mass flow via the exhaust gas recirculation system being assigned to the exhaust gas recirculation system;

a mass flow normalizer assigned to the first measuring transducer, to the second measuring transducer, and to the sensor, wherein:

the mass flow normalizer picks up, sums, and normalizes a first signal of the first measuring transducer, a second signal of the second measuring transducer, and a third signal of the sensor via the throttle valve, via the tank venting valve, and via the exhaust gas recirculation system;

an allocator; and

a convertor assigned to the mass flow normalizer and for calculating a virtual throttle valve angle from which the allocator determines the mass flow via the tank venting valve.

13.   (New) The device as recited in Claim 12, wherein the mass flow normalizer normalizes the first signal, the second signal, and the third signal taking into account a temperature, a factor density, and a flow-through factor.

14.   (New) The device as recited in Claim 13, wherein the allocator determines the mass flow via the tank venting valve from the virtual throttle valve angle, taking into account at least one of an engine speed, a temperature, a factor density, and a normalized supercritical mass flow via the tank venting valve.

15.   (New) The device as recited in Claim 14, further comprising:

an engine controller for controlling an engine parameter for the internal combustion engine and being situated downstream from the allocator.

16.   (New) The device as recited in Claim 15, wherein:

the second measuring transducer is assigned to a pressure differential meter of the tank venting valve, and

an outflow characteristic curve of the tank venting valve is assigned to the second measuring transducer.

17.   (New) The device as recited in Claim 16, wherein:

at least one of the first measuring transducer, the second measuring transducer, the sensor, the mass flow normalizer, the convertor, and the allocator one of is an integral component of the engine controller and is in at least one additional subsystem.

18.   (New) A method for determining mass flow via a tank venting valve for an internal combustion engine including an intake manifold and a throttle valve situated therein, comprising:

summing and normalizing mass flows via the throttle valve, via the tank venting valve, and via an exhaust gas recirculation system by including normalization factors, in a mass flow normalizer for forming a normalized mass flow;

determining a virtual throttle valve angle from the normalized mass flow; and

determining the mass flow via the tank venting valve from the virtual throttle valve angle.

19.   (New) The method as recited in Claim 18, wherein the normalized mass flow is normalized, including at least one flow-through factor, a temperature factor, and a factor density.

20.   (New) The method as recited in Claim 18, wherein an assignment between the normalized mass flow and the throttle valve angle is predefined via a characteristic curve, and the virtual throttle valve angle is calculated from the value of the normalized mass flow.

21.   (New) The method as recited in Claim 18, wherein the mass flow via the tank venting valve is determined at least one of from the virtual throttle valve angle, including an engine speed, and taking into account at least one of a normalized supercritical mass flow via the tank venting valve, a factor density, and a temperature factor.

22.   (New) The method as recited in Claim 18, wherein the virtual throttle valve angle corresponds to a throttle valve angle which would be necessary to supply a sum of the mass flows flowing into the intake manifold via the throttle valve alone.